

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

S E C R E T

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

SPECIAL INSTRUCTIONS

FROM:

TO:

INFO:

FOR

25X1A

1. ON 1 MARCH TWO SURVIVAL EXPERTS AND A COWBOY ON HORSES ATTEMPTED TO REACH WING. DUE TO CLOUDS, WIND AND SNOW WHICH REDUCED VISIBILITY TO 30 FEET, THESE THREE PEOPLE, WERE NOT SUCCESSFUL. THIS GROUP DID HOWEVER REACH THE TOP OF PEAK/RIDGES WHICH IS HIGHER THAN THE WING. THEY SPENT ABOUT AN HOUR IN THE AREA WHERE THEY BELIEVED THE WING WAS. ONE OF THE SURVIVAL TECHS HAD SEEN THE WING FROM THE AIR 28 FEB. TOTAL ELAPSED TIME FOR THIS FORAY WAS ABOUT FOUR HOURS. AT ONE POINT THE WIND WAS SO BAD THE HORSES REFUSED TO CONTINUE. ONE OF THE SURVIVAL TECHS INJURED A LEG, NOT SERIOUS, WHEN THE HORSE SLIPPED. AT THIS TIME, SNOW WAS ESTIMATED TO BE 18 INCHES DEEP. (COMMENT: ON 28 FEB THE GROUND WAS ONLY ABOUT 5 PERCENT SNOW COVERED IN THE VICINITY OF THE WING.)

2. WE NOW HAVE A BASE CAMP AS CLOSE TO THE WING AS WE CAN MANAGE BY VEHICLE. THIS CAMP IS A HUNTING FACILITY OWNED BY A GROUP IN BAKERSFIELD. IT IS CRUDE BUT COMFORTABLE AND WARM. WE

DATE	TIME
2	
MONTH	YEAR
MAR	66
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D R A F T E R	TYPED NAME AND TITLE	PHONE	SIGNATURE
	CO/caa		
			AND TITLE
			Lt Colonel, USAF 25X1A
			Commander
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	
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25X1A JOINT MESSAGEFORM - CONVERSATION SHEET

S E C R E T

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KEEP A MIN OF TWO SECURITY PEOPLE AT THIS CAMP AT ALL TIMES. THE OVERALL AREA IS OWNED BY A RANCHER NAMED [REDACTED]. A VERY CONGENIAL AND COOPERATIVE TYPE. [REDACTED] RANCH HOUSE IS APPROX 5 MILES AWAY AND 1000 FEET LOWER THAN OUR BASE CAMP. [REDACTED] HAS A TELEPHONE.

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3. IT SNOWED 8 INCHES AT [REDACTED] RANCH HOUSE LAST NIGHT. 14 INCHES AT OUR BASE CAMP. OUR GROUND PARTY COULD NOT NEGOTIATE

THE ROAD TO [REDACTED] RANCH VIA FOUR WHEEL DRIVE VEHICLES THIS MORNING.

HOWEVER [REDACTED] APPARENTLY REALIZING OUR PROBLEM SENT A 4 WHEEL DRIVE VEHICLE WITH WINCH TO BRING OUR PEOPLE OUT IN ORDER THAT WE COULD TALK WITH THEM BY PHONE. I'M HAVING TWO OF OUR 4 WHEEL DRIVE VEHICLES EQUIPPED WITH WINCHS TONIGHT.

4. [REDACTED] MY REP AT THE BASE CAMP, STATED AT 1200L

2 MARCH, AFTER REACHING THE [REDACTED] RANCH THAT IT WAS STILL SNOWING AND HAD AT THE BASE CAMP AREA, WITH ABOUT 400 FEET CEILING. HE ASSUMES IT IS SNOWING AT THE HIGHER LEVELS.

5. DISPATCHED A T-33 THIS MORNING TO CHECK AREA, AS EXPECTED WAS SOCKED IN, AIR TURBULENT.

6. I AUTHORIZED [REDACTED] TO BRING OUT ALL OUR PEOPLE EXCEPT TWO SECURITY PEOPLE. ^{SINCE IT NOT FEASIBLE} ^{TO REACH WING BY GROUND PARTY NOW OR}

7. ACCORDING TO FORECASTED WX, THE AREA WHERE THE WING IS MAY BE CLEAR ON 3 MARCH. ON 3 MARCH WE WILL LAUNCH A T-33 AT 0800L TO CHECK THE WX. IF CLEAR, A HELICOPTER WITH U-3 AS CHASE WILL PROCEED TO AREA TO DETERMINE IF WING IS STILL VISIBLE. ALSO, ATTEMPT DETERMINE FEASIBILITY OF LANDING HELICOPTER VICINITY OF WING, OR IF IT ONLY POSSIBLE TO DELIVER AND RECOVER MEN AND

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IMMEDIATE FUTURE DUE SNOW.

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FROM:

MATERIALS VIA SLING FROM HELICOPTER. MUCH DEPENDS ON EDWARDS
HELICOPTER PILOTS RECOMMENDATIONS. IF EDWARDS HELICOPTER RESOURCE
NOT SUITABLE/CAPABLE FOR DELIVERING SLING TO VICINITY WING AREA IT
MAY BE NECESSARY TO GO TO HELICOPTER RESOURCE LOCATED BY MR

25X1A

 OF LAC.

8. IF WING RELOCATED AND VISIBLE AND POSSIBLE TO SERVICE
VICINITY OF WING WITH MEN AND MATERIALS BY HELICOPTER WE PLAN/
~~FOR~~ DELIVERY MEN TO TAKE PICTURES AND HAVE WING EXAMINED BY
LAC ENGINEERS AS SOON AS PRACTICAL, BUT

9. IF NOT POSSIBLE TO SERVICE AREA WHERE WING IS LOCATED IN
ORDER TO PREPARE WING FOR REMOVAL, IT APPEARS WE MUST WAIT UNTIL
SNOW MELTS. BEST ESTIMATE (ESTIMATE OBTAINED FROM CORRELATING
ESTIMATES FROM LOCAL RANCHERS AND MY WX TYPE) FOR SNOW TO MELT
IS WEEK TO TEN DAYS.

10. OUR PHOTOGRAPHY OF AREA WHILE MOST HELPFUL IS NOT AS
SATISFACTORY AS I HOPED. THUS, WHEN THE SNOW HAS MELTED TO
APPROX THE SAME CONDITION AS EXISTED ON 25 FEB, AND WX PERMITTING:
PROPOSE DELTA CAMERA UTILIZATION IN ART 348 FOR CRASH AREA
PHOTOGRAPH. AN AREA APPROX 5 NAUTICAL MILES SQUARE WILL BE
PHOTOGRAPHED IN 2 RUNS WITH A MINIMUM OF 30 PERCENT SIDE LAP
BETWEEN LINES. PHOTO ALTITUDE WOULD BE 15,000 FEET ABOVE
TERRAIN. FLIGHT ALTITUDE WOULD BE 19,000 FEET INDICATED. AT THIS
ALTITUDE, 3.45 NM LATERAL COVERAGE WILL BE OBTAINED. TO KEEP
IMC IN ACCEPTABLE TOLERANCE, IT IS NECESSARY TO MAINTAIN 90 TO 100

TO COMMUNICATING
TO RECOVER WITH 6
TO RECOVER 70

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FROM:

KNOT G.S. AN INDICATED AIRSPEED WELL ABOVE STALL SPEED CAN BE MAINTAINED BY PLANNING THE FLIGHT LINES UP WIND. THE DIRECTION OF THE FLIGHT LINES IS NOT A CRITICAL FACTOR. TAKEOFF TIME WOULD BE 1930Z WHICH WOULD ALLOW PHOTOGRAPHY TO BE TAKEN WITH A MAXIMUM SUN ANGLE REDUCING SHADOW EFFECT. THIS WILL REQUIRE HQTRS RELEASE FOR ART 348 AND OUR NEW DELTA WHICH HAS NOT BEEN TESTED. PURPOSE OF THIS IS TO PROVIDE DETAILED PHOTOGRAPHY OF WHAT WE DETERMINE TO BE THE AREA WHERE 342 DEBRIS SHOULD BE LOCATED. FOR YOUR INFO, WE FOUND A 3 FOOT LENGTH OF 1/4 INCH FUEL DRAIN LINE AT A LOCATION ABOUT 3 MILES EAST OF WHERE THE WING WAS FOUND.

11. LOCATION OF MATERIAL OTHER THAN THE WING WILL BE UNDERTAKEN AS THE SNOW MELTS. THIS WILL BE ACCOMPLISHED BY A COMBINATION OF P.I. WORK ON PHOTOGRAPHY OF AREA, AERIAL SEARCH, GROUND SEARCH WITH TRAIL HONDAS, HORSE BACK AND BY FOOT.

12. WE HAVE THE ~~ENGINE~~ ENGINE AT .

25X1A

13. ASSUMING WE ARE ABLE TO RECOVER THE WING BY HELICOPTER DOES HQTRS DESIRE IT BE BROUGHT DIRECTLY TO BY HELICOPTER OR BE TRANSFERRED TO A FLATBED TRUCK AND HAULED OVERLAND TO . THIS QUESTION IS MOTIVATED BY SECURITY CONSIDERATIONS.

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, END OF MESSAGE

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